Water Allowed to Run Until It Flows Perfectly Pure Over Spotless Stones-Garbage Contracts.

Paris Letter in Chicago Post.

In Paris they have a notion that the streets is to clean them. They kitchen floor; all the rest of the day they

inspectors. "The ideal thing would be to flush every street in Paris every day."

"Wooden pavements every day; stone or macadam every two days; asphalt every

busied over one section of a large square like the Place de la Concorde, to a single does: He first sprinkles the sidewalk as far as his "beat" extends, so as to raise no with a large birch broom, whose stiff twigs long jointed hosepipe on wheels, not un-like our lawn sprinklers on a larger scale. Only he does not stop at sprinkling; he, on his side, and his mate across the way flood the surface between them until the water begins to pour back into the gutters on either side. As the Paris streets are slightly convex and perfectly smooth and hard this is the natural course for any liquid to take. The business of the work-men is to help it on its way with large rubber scrapers. They use these side by side in the middle of the street the length of their beat, leaving a broad, clear strip behind them; then they turn and work back again a little lower down on each side, until all the muddy water has reached the gutter and the wooden pavement shines damp and clean, drying in half an hour. Meantime, my man turns on the hydrant in the gutter, washes it up and down, brushes everything into it and lets the whole thing run down the drain.

to the litter of American cities. If banana peels, peabut shells, broken boxes, to say othing of cast-off hats and dilapidated Loots, crossed the path of the Parisian street cleaner he would certainly rise in rebellion. There is a law against throwing so much as a paper into the streets and the police enforce it strictly. Indeed the poulace has been so trained for generations in ways of tidiness that it does not depart from them. It is to the astonished stranger-generally the free and easy American caught in the act of throwing away his newspaper-that the stern guard-ian of the peace directs his mysterious

CLEAN BEFORE WORK BEGINS.

threat of "verballzing."
One word as to the wooden pavements.
They are composed of "bricks" of wood laid close and smooth as a parquette floor on a cement foundation, not of the sections of trees which made a New York woman say that "in Chicago you have to walk on piles." The French esteem them more highly than any other, because they give the luxury of quiet. With care they last as much as eight or nine years even in the

To return to the Place de la Concorde, or, which leads out of it. By 6 o'clock the garbage cart has made its appearance householder must have his garbage placed outside his door in circular zinc recepprescribed by law. They may be as small as he pleases, but they must not be more than three feet high by two feet wide; nor may they contain over 105 quarts; thirty-three pounds. They must have their address plain upon them and two firm handles to be lifted by. There is a sort of elevator attachment to the rear of the carts, on which specially heavy ones may be raised by a windlass, but most of them are picked up and emptled by two men. There is a third man on top of the cart who sometimes helps, but most of the time he is busy turning over its contents with a pitchfork and laying aside what-ever may be sold to the wholesale dustmen. As it drives away you still see him digging in the unsavory mess; a womanfollows the cart on foot, sweeping up any
scraps it may let fall; a man with a huge
watering pot of disinfectants sprinkles all
the empty garbage boxes, which are almost immediately taken in by their proprietors. By 8:30 the garbage in Paris has
been collected. By 11 the empire city has he a collected. By 11 the empire city has en swept and garnished, every gutter cleaned, every cabstand, omnibus stand and dark corner washed with disinfectants. The men have now two hours for rest and food, which they take obviously in re-

CITY IS NEAT ALL DAY. The city now being clean, the rest of the day is devoted to keeping it so. Of course, the business and the pleasure of the day have gone on increasing since dawn. The concourse of vehicles becomes enormous on such a square as that of La Concorde, but ever in and out among them skips the man with the hose, moving backward and forward with the greatest agility, keeping himself and his jointed pipes out of everyone's way by miracle, never allowing the streets to become completely dry. In the intervals of this business he is scraping up refuse, washing his gutter or sweeping his

If there is absolutely nothing else to do he is up on a ladder wiping off the bright blue and white signs which on every carner ince the street's name so plainly that he who runs may read.

At 4 p. m. the day's work is nominally over, but what is called a supplementary service continues until 9 o'clock, and a good part of the men always engage in this for

This, then, is the usual course for pleasant weather cleaning. Naturally rain does away with some of the many washings, uness it creates mud, when, according to French ideas, it necessitates a great deal of washing, scraping and brushing. A light rains means a possibility of slipping on the smooth streets, which is guarded against by sprinkling them with sand. And snow—
"Oh, snow makes me the most distracted
man in Paris," says the chief engineer of
the city. "With a million I could hire all
the teams we needed and have the streets
immaculate quickly enough for our impatient Parisians. The fact is, the Parisians re spoiled. They all grumble, all the pa-ers vituperate us, and yet we work double des and the streets are not as bad as they say at any time. We have a force of men at work sprinkling sait even before the snow stops. How? With wheelbarrows and shovels. In an hour or less this meits it, and it is then easy to brush and scrape it into the drains. Ifke any other liquid mud. avy fall we are obliged to cart it

sienr, that a great many people come to it, especially to my boarding house, and they have a right to clean sidewalks as much as

"Did it do any good?"

"Mais, ou!. That same day they sent two forces of cleaners and our street was as perfect as the Avenue de Marigny, where the President lives. But think of having to remind officials of their duty. Now, in America you would never do such a thing,

It was not worth while explaining to a Parisian that there would be no use in doing so, but perhaps the chief was right in saying his townsfolk were spoiled with

GARBAGE CONTRACTS. In speaking of the Place de la Concorde no mention was made of sweeping machines or watering carts, because these are little used there. The city owns about four hundred sweeping machines and 540 waterng carts, which are used freely on the mportant centers. The objection to greater use of them is partly on the ground of expense, which is double that of hand work and still more on the ground of inconventrucks and drays, Paris has thirty-four lines of omnibuses, forty tramways, 1,600 cabs, and probably a larger number of private carriages than any city in the world. None of these enjoy dodging a slow-going watering cart, whereas the man on foot has to attend to the dodging himself, does

his work more thoroughly and never im-

As for the garbage carts of the Place

le la Concorde or any other place, they

the industries of Paris, but that was in leisurely and unhygienic days. The city still pays a tiny salary to about four hundred of them-24 cents for three hours' work, and leave to sell their pickings as best they can-but this is rather to the change of system gradual to the poor anything to the city. The bottles, and the rags and the tin that can be melted down again, and the bones of which animal black can be made, bring them in perhaps leisurely, unscientific time—contractors used to buy garbage of the city and sell it again for fertilizer. Nowadays all the little suburban towns which have sprung up about the capital object loudly to the evil-smelling stuff being brought among them. The cost of transporting it to a distance eats up all the profit in selling it, so that the city has to pay the contractors instead of being paid by them. Some garbage routes have been sublet to kitchen gardeners of the neighborhood. They bring loads of produce for the city markets lands of night and return homeward with loads of garbage for fertilizing early in the morning. Only a little is diposed of in this way, and obviously the street-cleaning department would lay no hindrance in the way other than to insist on its usual conditions-that it shall select the route to be traversed, that no carts shall be overloaded, that they shall not impede traffic, and that they shall not disturb the inhabitants by a too early passage. On the contrary, desirous of both helping the contractors and furnishing a cheap fertilizer to the farmers, they have wrung very cheap rates of transportation from the railroads. Garbage is freighted now at from 4-5 to 1-25 of a cent the ton, according as the distance varies from one to 150 miles. Transportation by water is even less. Ridding the city of 1,050,000 tons of garbage cost in 1893 about \$377,187, which was far from satisfactory to the municipal council. An appropriation has been made for experiments in disinfecting, distilling and burning rubbish, and engineers are constantly sent to study the methods of other countries.

EXTENT OF THE WORK. The surface to be cleaned in Paris is francs, or \$1,643,584, making about 111/2 cents for each square meter. This expense is principally met by a tax on every propertyowner proportioned to the position and extent of his property. Thus a man pays less for the frontage of an empty lot, but he pays for it, nevertheless; and he pays more for any place which circumstances render every five years. In the one which ended collected with little difficulty and few disputes, while, strange to say, some of the smallest street-cleaning regulations are dis-liked and evaded. Thus the law calls upon every man to clear away the snow from his own sidewalk, but the law calls in vain. The law also requires separate receptacles for broken bottles, plates, builders' refuse, the leavings of any trade, etc., but the requirement remains a dead letter.

Out of the \$1,643,584 paid for street cleaning last year, about two-thirds went one wages and the rest on what is called material, meaning sait, sand, the supplies of brushes, hose, etc. The city has lately set

supplies are kept and repaired; new rub-bers screwed into the scrapers, new brooms fitted to old handles, and so on. Small bands of stone cutters, wheelwrights, painters and the like are always at work here with excellent economic results. The method of these shops is worthy of more space than can be given it here. One of pavements neatly sorted out for possible use. Wooden blocks which had been taken up were cut again to serve on second-rate roads or for sale in the provinces. Perfect stones were sorted out; imperfect ones recut, or, if not good enough, were broken up to use on road-beds. Economy goes so far that when a macadamized road is taken up its constituent parts are passed through a seive and the gravel sold. It must be confessed that a similar spirit

of economy prevails in the scale of wages. The great mass of the workmen receive only about 90 cents for ten hours' work. By working overtime in what is called the supplementary service they can make as much as' \$1.20. And yet these positions are eagerly sought. In the first place the govrnment gives its men employment all the year round and for many years to come, during good behavior; after ten years he receives a little pension, which increases with the length of his service; should he e sick his wages are continued for a year if need be; every month he has two full holidays, drawing his pay as usual, and, finally the purchasing power of money is greater than with us. There are also 950 women employed in sweeping, whose hours are from 4 a. m. to 11 a. m. and whose wages are proportionately less than those

At the head of the department of public roads, which includes that of street clean-ing, is the chief engineer, with eight as-sistant engineers. All of these men are distinguished graduates of the famous Ecole Polytechnique. After passing its first dif-ficult examinations they must take the three years' course of the School of Roads and Bridges, after which they pass into the service of the state. Their inferior oficers, the piqueurs and conducteurs, are also picked from colleges of a lower grade. To all in their different degrees the in-lucements are similar to those offered the workmen-modest salaries but sure and honorable positions and a pension for old age. An engineer may be tempted to resign by a brilliant offer; more often he spends his working years in the service. That he should be discharged from it for political reasons is as alien to French ideas as that he can be appointed to it without special scientific training.

And here, perhaps, lies one of the secrets of their efficient street cleaning de-

Bishop Simpson's Fire.

Philadelphia Times.

preached some years ago in the Memorial Hall, London. For half an hour he spoke quietly, without gesticulation or uplifting of his voice; then, picturing the Son of God bearing our sins on His own body on the tree, he stooped, as if laden with an immeasurable burden, and, rising to his full height, he seemed to thrown it from him, crying: "How far? As far as the east is from the west, so far hath He removed our transgressions from us?" The whole assembly, as if moved by an irresistible impulse, rose, remained standing for a second or two, then sank back into their seats. A professor of elecution was there. A friend who observed him, and knew that he had

LOSS NEARLY \$400,000.

(Concluded from First Page.) destroyed. The fixtures were ruined and the room flooded with water, flavored with liquors of different brands. Mr. Weiss lost about \$1,000, but he has insurance amounting to that much on his place. At No. 15 was the stencil and rubber stamp establishment of George J. Mayer and the office of the District Telegraph Company. Mr. Mayer estimates his loss at \$1,000 and he has insurance to the amount of \$2,000. The District Telegraph loses \$500, fully covered by insurance. The wires which come it wall, but connections were made from the front and the messenger boys were running last evening as before the fire. Above Nos. 13 and 15 was the sign painting shop of C. C. Cleveland. The latter places his damage at \$1,000, on which there is \$200

THE ORIGIN A MYSTERY.

It Is Not Known How the Disastrous Fire Began-Excitement Caused. Anything regarding the origin of the fire in the building occupied by Eastman, Schleicher & Lee is purely speculative. Fire Chief Webster examined the interior of the burned walls, but the destruction was so omplete that no clew to a cause could be found. There was no fire in the building at the time and the best theory advanced is that an exposed electric wire was to blame. There was much in the stock which would burn readily, if but given a small start. It is thought that the fire started ometime during the night and smoldered until morning, being over the entire building and ready to break forth when dis

It is doubtful if any fire in the history of the city has caused any more excitement. ly known until it was all over and everybody was horrifled. The news spread fast yesterday and thousands came running from ail directions, while others who could not come watched the smoke from distance. The wind blew the smoke rapidly eastward, scattering it over much of the city and making the sky appear hazy, First it was reported that Eastman, Schleicher & Lee's was destroyed and the Then it was said that the New York store, and south. Everybody thought the whole hension was felt. These rumors were all well founded for from 7 to 8 o'clock it did not appear possible that the flames could be kept to the buildings then on

keeping the crowds out of danger and the way of the firemen. The West Indianapolis police came over, for it was reported there that the central portion of the city was doomed and the officers of the suburb offered their services. The fire was in a dangerous locality and the firemen had the usual disadvantage of a poorly equipped apparatus and much credit is given them for confining the fire as they did. The West Indianapolis department was called upon for its hose and chemical companies

which were willingly sent. The fire again calls attention to the equipment of the department which the insurance men, after the fires of last winter, pronounced no better than it was twenty years ago, when Indianapolis was a much smaller city. At the Denison House fire and the George W. Stout fires last winter, the observation was made that more damage was caused than would have been had the department been better equipped. Recmmendations were made to the Board of Safety and figures are now being obtained for the purchase of a water tower and more hose. Had the department had a tower yesterday morning it could have been placed on Washington street front of the Eastman, Schleicher & Lee building and an enormous amount of water thrown thereon which would have extinguished the fire. The stock no doubt would have been ruined, but the building might have been saved and there would have been little danger of

gain. More than thirty sections yesterday at critical times, because of the accidents. The differcompanies have not yet made reports to Chief Webster, but observations show that it was the cheaper brands that broke. The rubber hose did not give satisfaction, nor did some of the other brands, said to be just as good as the best, and purchased in past years upon a false idea of economy CONDIT BUILDING DAMAGED.

lowed the cornice and burned fiercely for several hours. Owing to the height of the building and the suspicions current that it was not a very safe structure with so heavy a load resting on its walls, it was the alley and from the street. The blaze had by this time gained a heavy draft and became very hot. The melting solder in the cornice caused the blaze to turn into varying colors. The department tried to use the shut-off nozzles, but these did not work satisfactorily at that height, and had to be taken off, and the old-fashioned, smooth-bore nozzles substituted. Considerable time was lost in this way. There was sufficient pressure to reach the top of the building, and the biaze was at last overcome, some of the firemen finally risking the supposed dangers of the building. Gen-eral Manager Wallick denied there was any weakness in the building. There were five thousand cells, he said, stored on the top floor, and their heavy weight had caused him to take the precaution of having the bullding examined by experts to see if it was able to hold up so much. Their report

was altogether favorable. The Western Union took business all the afternoon at the substations, and by o'clock last night was ready for business at 16 West Pearl street! At that time wagon after wagonload of telegraph material was being delivered at this point. It had been ordered and forwarded from Chicago since the fire started in the morning. Communication from all points had been re-

established by midnight.

The old building will be put in repair at once. It was purchased by W. H. Coleman several years ago at a cost of \$85,000. The insurance covers loss. The loss of the Western Union Company will probably reach from \$5,000 to \$7,000. Baldwin, Miller & Co., wholesale jewelers, lost about \$6,000 or \$8,000 from the effects of water. Mr. Baldwin said last night that he could not tell as yet what the total loss would be. The goods of largest value were kept in the great safes and had not been damaged. The stock was fully insured. Eastman, Schleicher & Lee made their headquarters after the fire at the Grand Hotel, and wil be found there to-day.

THE INSURANCE POLICIES.

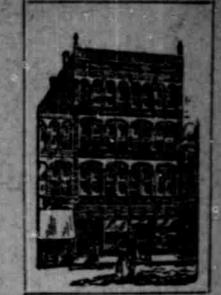
List of Companies Among Which They Were Distributed. Following is a list of the insurance placed by the different companies on the property destroyed and damaged:

Eastman, Schleicher & Lee: In Gregory & Appel's agency-Westchester of New York, \$2,500; Spring Garden of Philadelphia, \$2,500; New York Underwriters, \$3,500; Franklin of Evansville, \$1,500; American of Newark, N. J., \$1,000. In Coe & Roach's Newark, N. J., \$1,000. In Coe & Roach's agency—Imperial of London, \$2,500; German Mutual of Indiana, \$2,000. In Dyer & Rassmann's agency—National of Hartford, \$3,500; Phonix of London, \$1,000. In Glens Falls Company's agency—Newark, \$1,500. In W. H. Hobbs's agency—Concordia of Milwaukee, \$1,500. In the Sayles agency—Home, N. Y., \$2,000; London Assurance, \$2,000. In the North British and Mercantile, \$2,000. In John Wocher's agency—London and Lancashire, \$3,000; agency-London and Lancashire, \$3,000; Caledonia, \$2,000; German American, \$3,000; Aetna (on furniture), \$400; North British and Mercantile (on furniture), \$1,000; Ni-agara, \$1,000, Rehm & Van Dense's agency-

On the Eastman, Schleicher & Lee Build-ing, owned by A. P. Pettis: In the Robert Zener agency—Royal, \$5,000; Northern, \$5,000; Springfield, \$5,000; Union, \$5,000, In the Charles Sayles agency—Home of New York, \$5,000; Phoenix of Hartford, \$5,000; Norwich Union, \$5,000; Aetna, \$5,000. On the Indiana National building, owner by V. T. Malott: In Gregory & Appel' agency-Northwestern National of Milwau kee, \$5,000. In Dyer & Jiassmann's agency-Pherix of Brooklyn, 34,000: Phoenix of London, \$3,000; National of Hartford, \$3,000 Mr. Malott has other insurance, but as his pers are all in the vaults, he could

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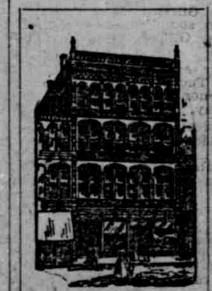
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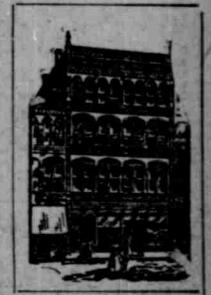
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Greenwich, \$2,500; London Assurance, \$3,000; Actna, \$3,000; Traders', \$3,000; Phoenix of Boston Clothing Company-North British and Mercantile, \$1,500. George Wingerter (cigars)-North British and Mercantile, \$3,000; Hanover, \$1,500. American District Telegraph Company: In Gregory & Appel's agency-New York Underwriters, \$700; American of Newark, N.

Egan Tailoring Company: In Gregory & Appel's agency—Franklin of Evansville, \$1,500; Citizens' of St. Louis, \$1,000. In Dyer & Rassmann's agency—National of Hartford, \$1,000; Phenix of Brooklyn, \$1,500. George Mannfeld-German Mutual of In-diana, \$2,000; Glens Falls, \$1,000; Aetna,

Baldwin, Miller & Co.; In John Wocher's agency—Aetna, \$3,000; North British and Richardson & McCrea agency also car ried insurance on the stock of Eastman, Schleicher & Lee, George Mannfeld and J. W. Hart & Co., but it was said at the office, yesterday afternoon, that there was no one present who could give the names of the

AN EXPOSED ELECTRIC WIRE. Several Firemen Thrown Down by

Charles Werbe, of the supply wagon, Pat Murphy, of the 7's, and Warren Sloan, of the 2's hook and ladder, and John Moller were shocked by an exposed electric wire side of the Condit building, shortly after 8 o'clock. The three firemen were turning suddenly and all together they fell to the pavement. They jumped up and ran back a few feet. A broken electric wire was discovered dangling a short distance from the ground. It swung to and fro, and every time it struck the iron work of the ladder there were sparks. The firemen were not seriously injured, and after resting a few minutes they were able to proceed with the lifting of the ladder, first taking care to get the live wire out of the way and to

THE NEW YORK STORE'S LOSS. moke Did Considerable Damage to Dry Goods.

see that there were no other exposed wires.

The New York store caught fire in several different places around the fifth-story windows and coping. The intense heat broke a large number of windows, including those of the great skylight, which are one inch thick, and it looked for a time as if it would be impossible to save the building. A large number of firemen were in the building and did efficient work, together with a large number of employes of the company. The standpipes and fire apparatus inside the store were found very effectual in keeping the blaze from getting a start inside the building. It was neces-sary to use immense volumes of water in order to check the fire.

Mr. Gay says the damage to the stock will be very large, but is unable at this time to give an approximate estimate. All six of the floors were soaked with water, but by far the greater damage will be by smoke, which is readily absorbed by dry goods. The stock at this time of the year is heavy, although many of their new goods were in their receiving rooms, in their annex, and are not damaged. The loss of business to this great firm, coming at one of their busiest times, is also very heavy. The company expects to adjust insurance at once and resume business without delay. During the morning the six of the floors were soaked with water, without delay. During the morning the management extended an invitation whole fire and police departments to partake of lunch, which they prepared espetake of lunch.

Employes' Resolution The employes of Eastman, Schleicher Lee adopted the following resolutions after

Whereas, We, the employes of Eastman Schleicher & Lee, do hereby express our sincere sympathy owing to their loss by Resolved, That we unite in aiding them to the extent of our abilities in assisting to place them in their former position; and Resolved. That we extend our heartfelt hanks for many kindnesses received at heir hands.

The 6's Hose Team Ran Away. But two firemen were on duty when the wo firemen drove to the fire and left

wagon. The horses became frightened and but the firemen at the burning building held to the end of the hose, and it was all left where needed. The horses ran far enough to answer half a dozen alarms, and they were stopped between this city and Irvington. A boy climbed in the wagon and started back with the team, as proud

as a prince in a chariot race. . A Fire on Holborn Street.

During the excitement accompanying the Eastman, Schleicher & Lee fire yesterday morning a one-story frame house at No. 4 response could be made, and a damage of \$250 was done. The house was occupied by Benjamin Powell and owned by Samue

Wouldn't Break the Set. A young woman stood on the sidewalk across from the burning Eastman, Schleicher & Lee building. Above the noise and confusion could be heard the sound of breaking china as table after table fell, and there was a mighty crash when the floors began to fall. The young woman turned away, remarking as she did so:

"That makes me sick. Just think of all those pretty things being destroyed. Only yesterday I tried to buy a dish from that store and they wouldn't sell it because it would break the set. It was the prettiest dish, and now, just think, it has gone down with the whole set. I must be going for I can't stand this," and the young woman walked away, casting a sad look at the destructive work which the fire had

V. T. Malott, while looking on the ruins at his bank, fell and cut his hand. Baldwin, Miller & Co. had most of their stock in vaults, and it was not damaged. A number of firemen had narrow escapes, but fortunately no one was seriously in-

Chief Webster's horse was knocked down by a live wire while he was on the way to turn in a second alarm. Herman Lieber's establishment, across Pearl street from the center of the fire caught once, but men were on hand with water, and the loss was trifling. The office clock in the bank building stopped at 7 o'clock. The glass on the face was not cracked, although three plate win-

dows on the other side of the street were shattered by the heat. "Watch that man," said one policemen to another as an old man walked toward the Indiana Bank Building, "some one will be selling him a gold brick." The old man carried a grip, and later the two policemen learned that he was a safe expert, who, being in the city, offered his services to the

FAST TIME ON THE RAIL.

Personal Experience on the New York Central's Flyer. The engine that now took hold of the train, called 999, is the pioneer of what is

train, called 999, is the ploneer of what is called the 999 type, designed by Superintendent: Buchanan, and having an extra large fire box, newly designed draught forcers, and driving wheels seven feet and three inches in diameter. It is a greyhound of the rails, and yet weighs over sixty tons, or more than one hundred tons when its tender is loaded with coal. This engine stands fifteen feet high at the top of its ort stack, and gives us Americans the be lief that we can never be beaten in pulli-practical and useful trains because the Er lish, our only competitors, could not run such an engine on any road in the United Kingdom. The bridges and arches of brick, iron and stone that cross those rallways will not permit engines of this size and power to be used there. Edward Chase was the man without nerves and an ice-cold head who climbed into the case and pulled the lever that shot the great train of toward Buffalo. He had Tim Sharkey is atoke the fire for him. Chase looks street dress like a president of a babut darting over the country like a but is an old, old story to him, for he, like thers who ran the train, is a regular er incer of the Empire State express, just a he engines themselves are regularly in the ervice, running every day. Nothing an obody who had to do with the run waspecially engaged for this run, which was

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Corner Pennsylvania and Ohio Sts.

experienced and is all over, it is astonish miss the best view of what they came to ing to think how almost commonplace it see was, how nearly devoid of incident. The train rode so steadily and so evenly that Syracuse in two minutes, whereas other if any man aboard of it had not known trains make the journey in twelve. Here what it was doing he would not have suspected it of extra fast running. It only gave one lurch, or series of lurches, such as caused the passengers to grip the win-Schenectady giant, ran up and took its win- place. The change was made in two mindow frames and furniture to keep from utes and twenty-five seconds, in the prestilting in their chairs. That happened just ence of a multitude that had seen as it shot through the Pochester depot, for at that point are two or three extra sharp curves that tilted the train on one edge, as it were, and made the folks aboard feel as if they were riding on a spinning saucer. Time and time again, when the train was second time in the history of the road making seventy and even eighty miles an train passed through Rochester without hour, the entire length of it was visible stopping. The first time was on just such along the central passageway through the another trial race, four years ago. cars. That sweep of 337 feet wavered a . The drop-down grade from Batavia caused little and quivered sideways and up and the making of several miles in forty-five down, but it kept straight in line, so that a deaf and dumb man at one end of it could have conversed with another at the other end at all times except when curves were being rounded. The scenery was not distorted, or blurred, or run together. It with workmen from the factories, on the fearful heat that it was seen though, as tops of the cars. The train passed them at if it had been viewed from a way train. The ride was in all ways comfortable, and the most timid soul in the world would have soon recovered courage, because he would on the country roads, who could not know have had no sense of the speed at which he was moving. The reason lay in the good roadbed that was spread in full view had never seen steam care before. All the of those who rode at the far end of the train. The rails were of the weight of eighty or one hundred pounds on different divisions. Every foot of the road was ceding day, when there was no wind, the record would have been better by severa

rock ballasted. The longest reaches looked level and felt level. The neat, sharply defined grass line at each side of the road atested the care with which the bed was If there were any happenings that gave token of the speed with which this bullet of 205 tons weight was splitting the atmosphere, it was when a trestle or bridge was crossed and when a switch was passed. The train hit each switch with a fearful teely noise—a short, quick quiver rash. When it came to a trestle it seen to fall down a foot or more, so that the passengers felt themselves sink. Before the mind could formulate its danger the tra ose again on terra firma. But a loud, du boom, like a stroke on a huge drum, ac-companied the sinking sensation each time. One other peculiarity was notable. When-ever this bolt of wooden and iron lightning assed an opposing train the wind that wept along with it seemed to pack beween the trains and hinder them. The cientific men abcard the world's record eater said it must be only seeming—it

roundhouse stable, and No. 303, another

poured out of all the shops and houses. Charley Hogan was the engineer who ran the train to East Buffalo. The Sun was thrown off at Syracuse earlier by two hours than it ever got there before, and for the second time in the history of the road a seconds, at the rate of eighty miles an hour. The two porters in Mr. Webb's car were asleep on stools when this time was eighty miles an hour. It must have been worth seeing for it had been noticed that farmers at work in the fields and women way from Albany to Buffalo the wind was against the train, and, was very strong. Had the experiment been made on the pre-

East Buffalo Mr. Webb said: "We can make this run at the rate of seventy miles an hour, but there is no object in so. We would have to lighten our perhaps, whereas what we want to do is fast trains at a profit. Our fastest train the Empire State express, which is the fastest regular train in the world—is our most profitable train. It carries 218 passenmost profitable train. It carries 218 passengers and has carried more. On Labor davit made \$2,000 in each direction. If it had been run on Sundays it would have brought in \$25,000 a month, or more than a million a year. The English say they would have to carry eight or ten coaches in one of their fast trains in order to make a profit. We can make records and profits at the same time; that's the difference between the two systems; and I think it gives us the advantage in every way."

"The only element of risk in such running as this," said Superintendent Buchanan, "is the danger of running into some nerson who is crossing the track. Where the conditions are fit there is no danger to the train; at least no more than any other train. There is slightly more cost because of the pounding on the rails."

"That is true," said Mr. Webb, "but it amounts to almost nothing."

Mr. Webb was very armious to have to Mr. Webb was very anwious to he said that the largest credit for the flores that made yesterday's run rewas due to Messra. Ruchanan and Ob